

APPENDIX A

SCHEDULE OF CONSULATION

APPENDIX C

TWICKENHAM RIVERSIDE DEVELOPMENT – EXHIBITION OF SCHEME AND CONSULTATION MEETINGS DURING JANUARY AND FEBRUARY 2001

**Arrangements for the exhibition and consultation meetings held at York House:**

- Saturday 27 January:
  - 10:00am – Exhibition opens.
- Monday 29 January:
  - 6.00pm – Presentation to Town Centre Management Board.
  - 8.00pm – Presentation to Twickenham Society & Strawberry Hill Residents Association.
- Tuesday 30 January:
  - 6.00pm – Presentation to Riverside and Centre Working Parties.
  - 8.00pm – Presentation to Traffic Access and Parking Working Party.
- Wednesday 31 January:
  - 6.00pm – Presentation to Richmond Environment Trust and Thames Landscape Strategy.
  - 8.00pm – Presentation to York House Society and Twickenham Town Committee.
- Thursday 1 February:
  - 7.30pm – Presentation to Eel Pie Island Association.
- Friday 2 February:
  - 1.00pm – Presentation to local businesses.
  - 7.00pm – Presentation to members of the public.
- Sunday 4 February:
  - 4:00pm – Exhibition closes.

**The opening times for the exhibition were as follows:**

Monday to Friday – 9.00am to 5.00pm  
Saturday – 10.00am to 4.00pm  
Sunday – 12.00am to 4.00pm

TWICKENHAM RIVERSIDE DEVELOPMENT – EXHIBITION OF WORK IN  
PROGRESS AND CONSULTATION MEETINGS DURING DECEMBER 2000

**1. Arrangements for the public exhibition held in the atrium at the Civic Centre:**

- Monday 4 December – Presentation to Councillors and press at 6:00pm.
- Tuesday 5 December – Exhibition open from 9:00am to 8:00pm.
- Wednesday 6 December – Exhibition open from 9:00am to 5:15pm.
- Thursday 7 December – Exhibition open from 9:00am to 8:00pm.
- Friday 8 December – Exhibition open from 9:00am to 5:00pm.
- Saturday 9 December – Exhibition open from 10:00am to 4:00pm.
- Sunday 10 December – Exhibition open from 12:00am to 4:00pm.
- Monday 11 December – Exhibition open from 9:00am to 5:15pm.
- Tuesday 12 December – Exhibition open from 9:00am to 8:00pm.
- Wednesday 13 December – Exhibition open from 9:00am to 5:15pm.
- Thursday 14 December – Exhibition open from 9:00am to 8:00pm.
- Friday 15 December – Exhibition open from 9:00am to 5:00pm.

**2. Schedule of meetings arranged in connection with the above:**

- Monday 4 December – Town Centre Management Board in Room 7 (York House) at 7:15pm.
- Tuesday 5 December – Riverside and Centre Working Parties in Room 7 (York House) at 6:00pm.
- Wednesday 6 December – Traffic, Access & Parking Working Party in the Salon (York House) at 7:00pm.
- Thursday 7 December – Eel Pie Island Association (residents, businesses, etc) in the Club House of Richmond Yacht Club (on the Island) at 7:30pm.
- Monday 11 December – Richmond Environment Trust and Thames Landscape Strategy in the Windsor Room (St Mary's Church Hall) at 6:30pm.
- Wednesday 13 December – York House Society and Twickenham Town Committee in the Windsor Room (St Mary's Church Hall) at 7:00pm.
- Thursday 14 December – Twickenham Society & Strawberry Hill Residents Association in the Committee Room (St Mary's Church Hall) at 7:00pm.
- *Architect surgeries from 2.00 p.m. on 6/12 and 3.00 p.m. on 14/12.*

APPENDIX B

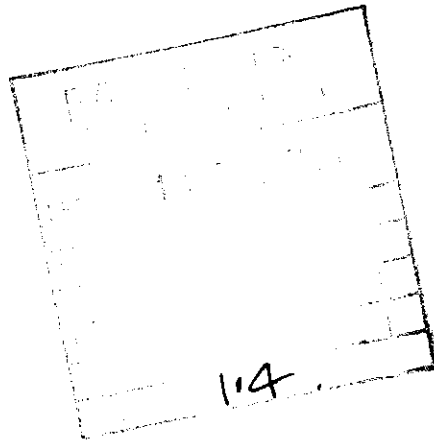
LBRUT BRIEF DATED OCTOBER 2000



**LONDON BOROUGH OF  
RICHMOND UPON THAMES**  
*Construction and Property Services*

## **TWICKENHAM RIVERSIDE DEVELOPMENT**

**FINAL REVISED DEVELOPMENT BRIEF  
[Rev. B]**



**OCTOBER 2000**

# **LONDON BOROUGH OF RICHMOND UPON THAMES**

## **TWICKENHAM RIVERSIDE**

### **FINAL REVISED DEVELOPMENT BRIEF**

#### 1. GENERAL REQUIREMENTS

1.1 The Council is seeking to develop the former pool site, indicated at Appendix A, within the context of Proposal Site T1 incorporating improvements to the environs within the general locality. The Developer is required to submit two schemes in response to this brief.

1.2 The general framework for the development is as follows:

- .1 In order to assist in the revitalisation of Twickenham, and in return for community benefits, the Council is prepared to contribute up to the full value of the site.
- .2 The development scheme should be a flagship for the revitalisation of Twickenham town centre and the design should captivate the public imagination. All aspects of the development should be based upon sound principles of sustainability, in terms of design, construction and operation. The design should respect the scale and character of the conservation area, recognise the riverside location and provide landmark buildings.
- .3 It is a requirement that once completed, the site will be maintained to an exceptionally high standard, paid for out of the income generated by the development. No further contributions from the Council will be forthcoming. The design of all areas including lighting, etc, and management arrangements, e.g. CCTV, should have full regard to public safety.
- .4 The design should encourage people to approach the site from a variety of routes including the river, Water Lane, The Embankment, Wharf Lane and the new pedestrian route, The Avenue, which links King Street and The Embankment. The design should also take every opportunity to maximise the permeability of the scheme and allow penetrations through to the river.
- .5 The scheme should recognise that the existing town centre arrangement in Twickenham may well alter within the 'life' of the development and therefore the design should provide opportunities and not obstacles to any future changes.
- .6 The development generally should have particular regard to the Disability Discrimination Act 1995 and the community performance facilities (The Centre building) should be suitable to be licenced as Places of Public Entertainment.
- .7 The development should be in accordance with the Council's Unitary Development Plan and associated recommendations and guidelines for sustainability. This project should be an example of good practice at the start of the new Millennium.

1.3 The specific framework for the development is as follows:

- .1 Policies/proposals/plans T1, T7, T8 and T14 from the Unitary Development Plan, see Appendix B.
- .2 Original site brief for proposal T1 in the Unitary Development Plan, see Appendix C.
- .3 1991 Inspector's report.
- .4 Policies from the Thames Landscape Strategy, see Appendix D.
- .5 Twickenham Riverside Conservation Area Study, adopted in March 1998.
- .6 Strategic Guidance for the River Thames (RPG 3b9b).

The development must be viewed as part of the Thames landscape as well as making a significant contribution towards consolidating and enhancing the character of the Twickenham Riverside Conservation Area. It must be in harmony with the small scale and domestic aspects of the parts of the conservation area which gives this locality its distinctive character. Its principal emphasis must be directed towards the river and enhance links between the town centre and the riverside, both visually and in relation to activity.

- 1.4 The Council is obliged to obtain best value in the disposal of an asset. It will therefore be necessary to obtain verification that the development has optimised the potential of the site, within the town planning constraints which exist and the parameters of this brief, and that the value of the community benefits properly reflect the site value.
- 1.5 The height and general massing of the buildings on the site should deal sensitively with the transition from the village / domestic scale of Water Lane and the area east of it, to the larger scale buildings to the south of King Street and to the west of Wharf Lane whilst respecting the views to and from the river. The height and mass of buildings will conform to the 1991 Inspector's report, the UDP and T1 brief.
- 1.6 The development will take into account the (approximately) 3 metre slope, the 'grade', from King Street to The Embankment and use that slope sensitively, as recommended in the "1991" report.
- 1.7 Minimum parking should be provided given the context of a sustainable development and the physical limitations of the existing road network/access arrangements. Provision of 31 spaces are required as replacement for existing residents' parking currently on The Embankment. Ideally, there should be no car parking in the area of The Embankment between the site and the river.

## 2. SPECIFIC REQUIREMENTS

- 2.1 The Council requires that two schemes are developed to the next stage. There is a common core to the schemes and two options. The schemes are detailed in Appendix E with a schedule of areas. The Developer will not diverge from the principles established in Appendices E and F.

2.2 The common core of the proposal is identified as follows:

- .1 The Avenue, preferably two shop units wide, which is a pedestrian link between King Street and The Embankment with access and views direct to the river;
- .2 A town-square is considered to be paramount in providing opportunities for outside events, e.g. external performances, markets, etc. To optimise links with the riverside it should be easily accessible from The Embankment. It is envisaged that it will form a 'beach' from The Embankment in Option A and a storey high terrace above The Embankment in Option B.
- .3 A health and fitness facility, incorporating a 13 metre wide x 25 metre long training/exercise pool with a minimum water depth of 0.90 metre, which will be widely available to the community and offered at preferential rates during "off peak" periods;
- .4 A balance of enabling commercial uses comprising restaurants, residential units and retail outlets;
- .5 The provision of traditional public toilets that are easily accessible to the public and a river pontoon with access/viewing platform, as outlined in the report in Appendix G; and
- .6 Improvements to the local environs, potentially stretching along The Embankment from Champion's Wharf to Wharf Lane and including Bell, Water and Wharf Lanes together with the extended service road. The scope of this work will inevitably be capped by the balance of funds remaining from the scheme but could include:
  - widening the riverside promenade by removing the line of parking closest to the river whilst recognising the dual use aspects of the promenade;
  - removing planters where possible, redesigning to retain soil levels under trees, particularly in a flood situation;
  - repairing the embankment wall and steps;
  - resurfacing (e.g. in setts) Bell Lane, Water Lane, Wharf Lane, to relate to the river;
  - improving seating to relate to the new development;
  - refurbishing and repainting riverside railings, re-instating missing posts in the original pattern;
  - reducing traffic signage clutter;
  - providing a canopy over King Street entrance, incorporating an 'arts' feature to emphasise its existence and increase sheltered waiting area for buses, and re-paving of area at entrance to The Avenue; and
  - improving Champion's Wharf: e.g. seating, lighting, surfacing, improved access, etc.



The commercial elements should be the minimum necessary which accords with the principal site constraints whilst delivering the Council's principal objectives.

2.3 The options are outlined as follows:

1 OPTION A - A three screen cinema (250,200 and 100 seats) providing a varied programme showing children's films during school holidays, matinee films to appeal to an older audience and main stream cinema for the general audience. One screen will also be available for use by the community as an auditorium and the design should therefore recognise the needs of music and dance. To support the dual use aspect adequate provision should be made for props and wardrobe, dressing rooms, lighting control, storage, loading and access, etc. In addition, a minimum residual land value of £0.75 million will be available from the scheme to fund leisure facilities elsewhere in Twickenham.

2 OPTION B - The Centre Building, a public asset building, which would meet the needs of the local community, develop educational links and provide a range of facilities. The scheme will provide a minimum allowance of £0.75 million for fitting out The Centre building, which will include the following facilities:

- a discovery and heritage centre;
- an Arts facility with a versatile performance space suitable for small scale music dance, lectures, activity classes and video displays;
- café, shop and arts display area;
- a foyer with juice bar, display area and reception desk to act as a focal point for informal social gatherings;
- a tourist information centre; and
- support facilities for external performances.

An indicative layout, and the minimum area to be allocated for each of these functions, is included in Appendix F and the Working Party report is included for information in Appendix G.

In either of the above options the Council reserves the right to use the services of specialist designers for the compartmentalisation and fitting out of the interior spaces.

2.4 One of the fundamental objectives of the development is that it should contribute to the revitalisation of Twickenham town centre. A key element will be the retail outlets on the site which should have good access from King Street. The access should preferably be via a two shop width breakthrough, incorporating retail units and leading to The Avenue providing views and access direct to the river. The design of the link should provide a seamless transition from King Street to The Avenue providing an aesthetic and retail experience which will encourage pedestrian movement between the centre and the river. The Developer is invited to include proposals for the improvement to the parade of shops on the southside of King Street. In order to contribute to the revitalisation of the town centre and fund the community benefits, there should be a minimum balance of commercial uses which should also act as a draw to the development, have a positive effect on the existing trading situation in the Twickenham locality and attract a balance of visitors to the site through the day and into the evening.

- 2.5 Dependent upon the final mix, there may be opportunities for economies in terms of both capital and revenue expenditure by the adoption of shared facilities between some of the uses. For example foyer/reception/ticketing arrangements for either the cinema/health and fitness suite or The Centre building/health and fitness suite should be merged and there are likely to be other instances whereby a fully integrated approach could be usefully pursued. The development should be viewed as a cohesive whole for operational purposes.
- 2.6 The traffic and parking implications of the proposals should be assessed in terms of the traffic and parking facilities of the town centre as a whole. Particular attention will need to be paid to the servicing and parking requirements of the businesses, sports/social clubs and residents of Eel Pie Island and King Street South. It is envisaged that parking and traffic arrangements may change through time and that flexibility should be retained to permit modifications in the light of practical experience. Initially the proposal should be formulated in consultation with the Council's Head of Highways and Transport and the Traffic and Parking Working Party. Generally it is expected that pedestrians will be given the highest priority on the site and designed for in terms of imaginative use of surface textures and signage effective both by day and night.
- 2.7 The design of the site should take account of potential changes in attitudes towards accommodating traffic in the future. The following traffic issues should be considered:
- .1 Water Lane and Wharf Lane should continue to operate one-way with sections of two-way permissible on the southern lengths;
  - .2 A cycle route through the site should be retained and the contra-flow cycle lane in Wharf Lane should be reviewed;
  - .3 The service road at the rear of King Street south should be extended to Water Lane and subject to traffic management measures such that pedestrians using The Avenue are safeguarded and given priority. This may mean keyed barriers or bollards for vehicles crossing The Avenue;
  - .4 As an option, use of The Embankment west of Water Lane for both movement and parking by disabled people, residents and servicing traffic may be considered on a limited basis to the extent that it contributes to the enjoyment and efficient operation of the area. Differential management regimes may be appropriate for weekday, evening and weekend use. In any event, The Embankment should be landscaped and paved to provide a pedestrian friendly environment;
  - .5 Adequate space should be provided at the bottom of Water Lane, in the vicinity of the Eel Pie Island Bridge, for delivery vehicles and emergency service vehicles;
  - .6 The total provision for parking in the riverside area should have regard to the loss of existing parking arising from the development; and
  - .7 The layout of on-street and access to off-site parking should have regard to flood patterns. In this regard the scope for additional parking on the margins of the site at Water Lane and Wharf Lane, or on the margins of the sections of Service Road east and west of The Avenue (each operating two-way for light vehicles), should be considered.

### 3. CONCLUSION

3.1 The revised brief reflects the results from the recent public consultation exercise. The Council now believes that the schemes are best developed in conjunction with the Developer and his Architect. The Developer's Architect will be required to develop the scheme designs in conjunction with the Council and its Working Parties and regular interim reports/presentations will be necessary.

3.2 It is considered that the development of the riverside site, and its architecture, should be integrated into a cohesive whole in Twickenham town centre and should be co-ordinated with a scheme for all of the Embankment which retains and enhances its historic wharfside character by improving the river infrastructure and providing facilities to enable use and enjoyment of the river and benefit all of the local interests.

3.3 The Developer's schemes should have full regard to the issues relating to setting, scale, massing, levels, public space, permeability, quality, etc which are explicit in the revised brief. These are all fundamental requirements of the Council and Appendix E shows how some of those issues should be resolved. The Developer is advised to obtain agreement from the Council prior to proceeding on a different basis.

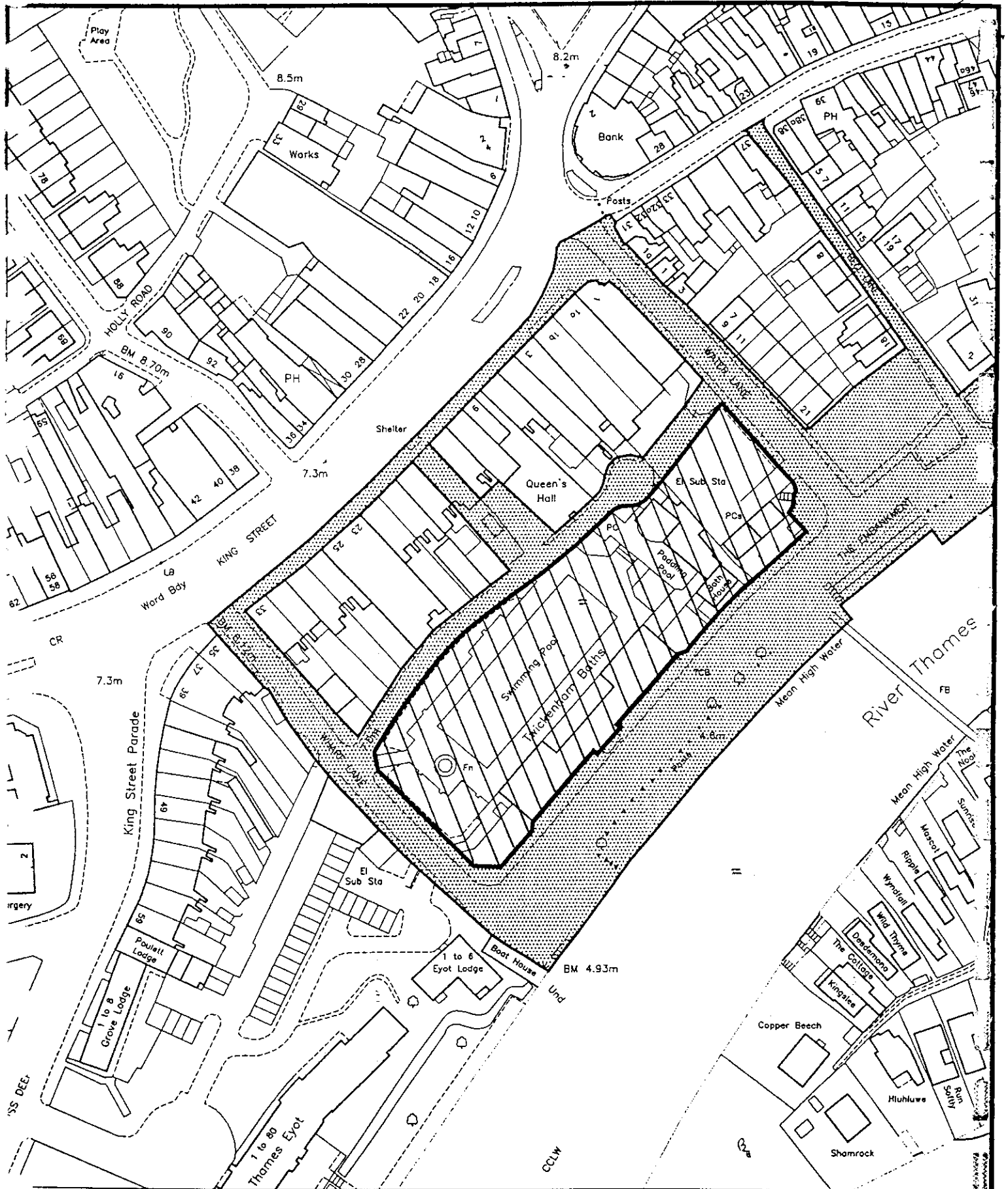
3.4 The Developer's actions and timetable are outlined as follows:

- .1 Commission MacCormac Jamieson Prichard as architects immediately;
- .2 Allow the Council, and its consultants, access to all information relating to costs and values on an open book basis;
- .3 Complete Heads of Terms by 31 October 2000;
- .4 Deliver a public exhibition of the scheme(s) from 25 November to 3 December 2000 inclusive.
- .5 Complete a Conditional Development Agreement and submit a planning application by 31 March 2001.

3.5 The Developer will be required to submit one full set of display/exhibition materials for the public exhibition to satisfactorily illustrate the two options, including:

- .1 1:500 scale site plan;
- .2 1:200 scale plans, all elevations and sections fully annotated;
- .3 1:200 scale perspective(s) viewed from Eel Pie Island;
- .4 Scale model(s) indicating the relationship between the proposed development and adjacent areas that accurately show the slope of the land from King Street to The Embankment;
- .5 Details of the sustainability initiatives included;
- .6 Site analysis: views in and out; sun path and shadowing;
- .7 Traffic flow analysis including service vehicle access to Eel Pie Island; and
- .8 Details of road closures and access arrangements for businesses, sports and social clubs and residents adjacent to the site.

# Site Plan

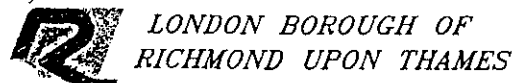


# TWICKENHAM RIVERSIDE SITE

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Drg. No. D-BILL51



LONDON BOROUGH OF  
 RICHMOND UPON THAMES

CONSTRUCTION AND  
 PROPERTY SERVICES

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Date	

**Extract from the  
Unitary Development  
Plan for Proposals  
T1, T7, T8 and T14**

3.61 The proposals for the Twickenham area are.

No.	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
T1*	TWICKENHAM RIVERSIDE AND CAR PARK IN WATER LANE, 1-33 KING STREET	ENHANCEMENT OF RIVERSIDE AND SHOPPING AREA, LEISURE USES, HOUSING, LIMITED IMPROVEMENTS TO REAR SERVICING, CAR PARKING AND PUBLIC CONVENIENCES	<p>This site is of prime importance to the future of Twickenham: a longer term comprehensive planning brief will be drawn up as a framework for phased renewal and improvement of the area, as and when feasible, with the objective of achieving a high quality environment commensurate with its key position on the riverside and in the town centre. Development of the riverside site (expected in the Plan period) should be in harmony with the small scale and domestic aspects of the parts of the conservation area which give it its distinctive character so as to enhance the conservation area and area of special character and make significant contribution to achieving the Thames Landscape strategy. Its emphasis must be directed towards the river but should also provide the potential to link the town centre to the riverside both visually and in relation to activity. This link should be in the form of a pedestrian route from King Street, of sufficient width to create a visual link to the riverside and allow appropriate developments from it to encourage pedestrian movement and activity. A prime objective from the redevelopment of the riverside site should be to provide the community with leisure uses and increased opportunities to enjoy the riverside. Housing provision should include a substantial element of affordable housing and include a reasonable proportion of small units. Primary access to the site should continue to service shop premises in King Street. The opportunity should be taken to make limited improvements to servicing these premises and also improve the appearance of the rear of these properties. Important trees on the Embankment and along the service road must be retained, and opportunities taken to improve the environment of the key shopping frontage of King Street. The public conveniences should be replaced in the scheme and limited car parking only be provided. Proposal T14 for a landing stage should be considered as part of any scheme. (Policies REC 3, CET 2, RIV 1, RIV 3, RIV 4, HSG 6, HSG 11, TRN 16, HEP16, ENV 1, ENV 3, ENV 10)</p>	Private/Council
T7	CHURCH STREET	PEDESTRIANISATION OF STREET	<p>To improve the environment and restrict vehicle access to an environmentally sensitive shopping street. Completion of project dependent on T8. (Policies ENV 10, TRN 6, TRN 7)</p>	Council

No.	SITE	PROPOSAL	JUSTIFICATION	IMPLEMENTATION
T8	CHURCH STREET	REAR SERVICE ROAD (SOUTH)	To provide a link from Water Lane to Bell lane to enable limited pedestrianisation in T7 to occur. The design must preserve the character and appearance of the conservation area.	Council, most of land required already in council ownership
T14	THE EMBANKMENT, TWICKENHAM	PASSENGER BOAT LANDING STAGE	To encourage tourists to visit Twickenham and to stimulate river passenger transport. (Policies CET 6, RIV 7, ENV 10)	Private

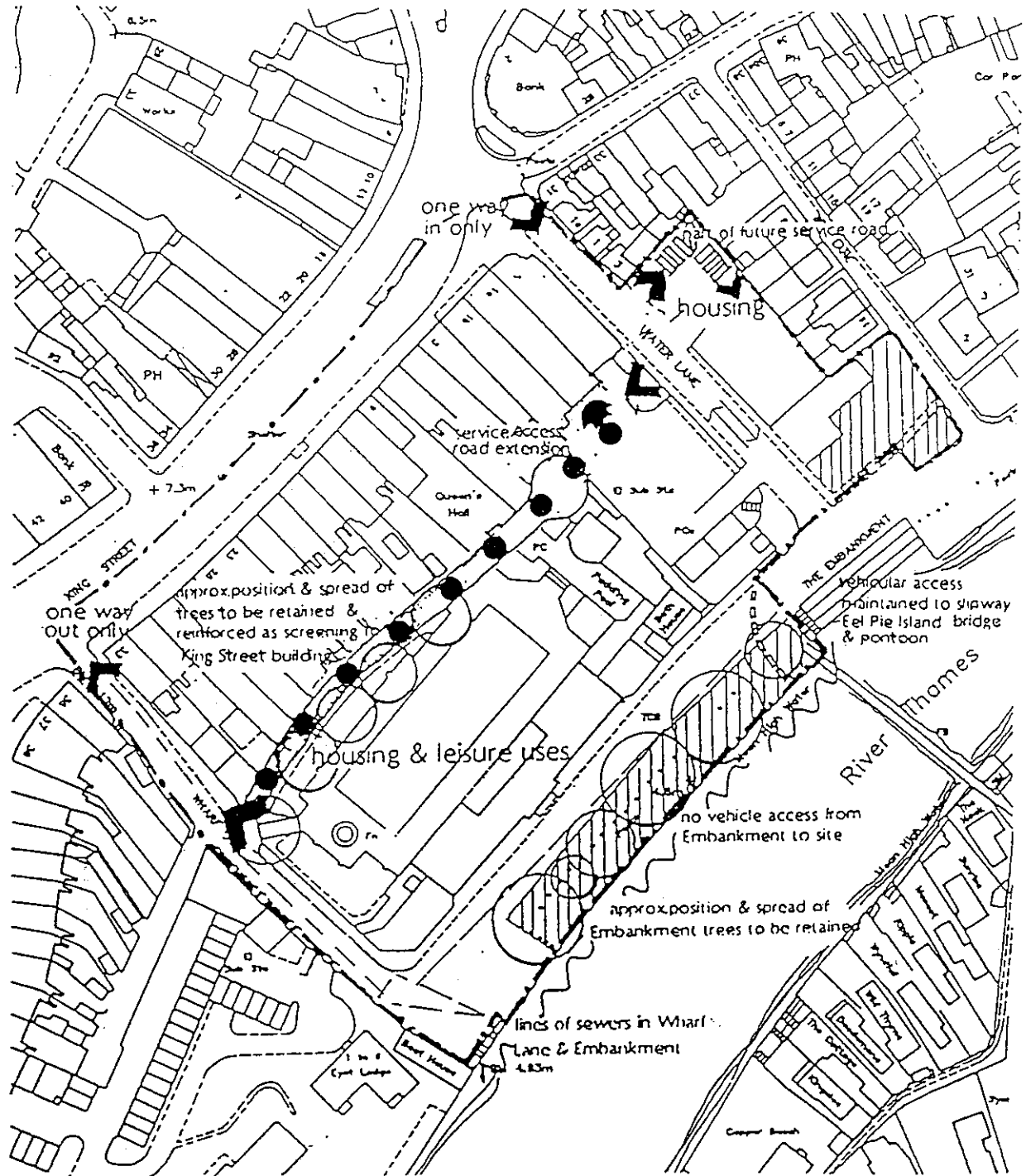


**Original Site Brief**

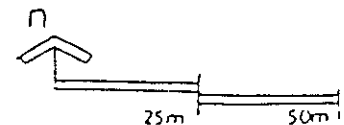
**For Proposal T1**

# SITE BRIEF FOR PROPOSAL T1

TWICKENHAM BATHS SITE, CAR PARK IN WATER LANE, 1 TO 33 KING STREET: Enhancement of riverside and shopping area, development for leisure uses, housing, car parking and public conveniences on the baths site and housing on Water Lane



- proposal boundary
- retained service access
- limit of vehicle access
- trees to be retained
- ▨ metropolitan open land
- vehicular access
- service area
- ~ potential landing stage



Location: Twickenham town centre between Embankment and King Street.

Area: Swimming baths and adjoining sites 0.59 ha; Water Lane car park site 0.167 ha; Total site area 0.757 ha (excluding King Street frontage).

Ownership: London Borough of Richmond upon Thames and private.

Existing Uses: Swimming baths site - baths (closed), public toilets, former caretaker's house and cafeteria housing temporary voluntary group uses, private service yard and car park.

Water Lane site - public car park, open space.

King Street frontage - retail housing above, business uses.

Major UDP Policies: Area of special character (policies ENV 1, RIV 1); Archaeological excavation (ENV 44 and 45); Conservation area (ENV 9); Recreation, cultural and entertainment facilities (REC 3, RIV 4, CED 2); Public conveniences (HEP 16); increased access to the river (RIV 3, RIV 7); Metropolitan open land (ENV 3) Housing (HSG 5, HSG 6, HSG 11), Retail (SHP 6).

Planning Guidelines: Development on the baths and car park sites must be seen as part of the Thames landscape (see Thames Landscape Strategy) in this part of the Borough as well as making a significant contribution towards the consolidation and enhancement of the character of the Twickenham Riverside Conservation Area. It must be in harmony with the small scale and domestic aspects of the parts of the conservation area which give it its distinctive character and provide for the retention of all of Wharf Lane and Water Lane. Its principal emphasis must be directed towards the river and should seek to enhance links between the town centre and the riverside both visually and in relation to activity, and result in increased opportunities for access to, and enjoyment of, the river. The Plan proposes the construction of a landing stage adjacent to this site. The opportunity should be taken to integrate this with the development.

Proposed uses:

- leisure activities, and community uses on the baths site should provide opportunities for a broad spectrum of the local community including the general public and people of different ages;

- general policies of the Plan, particularly relating to key shopping frontages and retention of residential uses, will apply to the King Street frontage.
- housing on Water Lane site and leisure and housing uses including those related to the river on the site of the baths. The amenities of nearby residents must be considered. Any housing provision should include a substantial element (25% minimum) of affordable housing and include a reasonable proportion of small units (bed-sit and one bed).

Design criteria - the Baths and Water Lane sites are riverside sites of exceptional importance and any scheme should exhibit a high quality of design, materials and finish. Variation to the existing building line on the swimming baths site can be accepted so long as the MOL is retained, and opportunities for improvement to the riverside should be undertaken. The constraints relating to the site should be noted. Development of the land on Water Lane will be expected to appear as an extension to the two storey pitched roof cottages of Church Street, and form a satisfactory conclusion to the pattern of the old village. Development of the baths site could in part continue this form of informal development extending possibly to three storeys, or revert to a single building within grounds, echoing earlier land use patterns found repeatedly along the river.

Its emphasis must be directed towards the river, but should also provide the potential to link the town centre to the riverside. Progressive implementation may be possible and in particular should recognise long term potential arising when King Street properties are ultimately re-developed. The improvement of the pedestrian space along King Street as desirable and could be pursued with the Council in parallel with any scheme for the site. Development of the baths site should screen the rear of the commercial properties on King Street and their service yards and take any opportunities to improve the appearance of the rear of these properties. The flat roof form of the existing baths building should not be taken as a precedent in considering the design of any replacement building. Brick and tile are appropriate materials for extensions to the village. The baths site offers greater flexibility.

Trees - With the possible exception of four trees at the south western end of the Embankment, existing trees to the service road and to the Embankment are to be retained and where appropriate reinforced with new planting. If the form of development of the baths

site does not provide effective screening to the properties on King Street a landscaping scheme must be devised to achieve this aim.

Public open space - The existing riverside open space within the site should be considered in relation to this development and positive enhancement made both to this space and public access to it.

Provision must be made for the Thames Path, a long distance route designated by the Countryside Commission, which runs along the Embankment and Water Lane.

Metropolitan Open Land - The Metropolitan Open Land designation on the Embankment must be respected (ENV 3).

Public conveniences - The existing public conveniences should be relocated and designed for people with disabilities. Siting should be to serve both King Street and the Embankment, preferably as close to Water Lane as possible.

Flooding - The site is liable to flooding up to a level of 6.02m above Newlyn datum and account should be taken of this in design.

Access:

Rear access from Water Lane must be provided to the swimming baths site and the existing service road to the north of the site retained so as to serve the shops on the south side of King Street. Consideration must be given to enhancing pedestrian access between King Street and the riverside, if an additional access point is created it should be of sufficient width to create a visual link to the riverside and allow associated developments (eg small shops, cafes) to encourage pedestrian movement and activity and provide an attractive link to the riverside. Proposal T9 proposes a service road to the rear of Church Street and access to housing must be designed to form the first section. Individual accesses for the housing in Water Lane are not favoured. The design of any development must take account of the need to maintain access to Eel Pie Island footbridge and the slipway and to the proposed landing stage.

Parking:

The Embankment will be closed to through traffic and should no longer be considered available for use as a car park. The level of parking within the development will be the subject of discussion with the Local Planning Authority and will depend on the quality of the scheme. A provision of 31 spaces should be considered for replacement for existing residents' parking spaces.

Implementation:

The Council will make the former pool site and the site on Water Lane available for joint development. Although the re-development of the King Street frontage is not envisaged at this stage, the properties are included in the site to ensure that a comprehensive approach is taken to the whole site: an approach which recognises the Council's commitment to investigating the potential to improve conditions for pedestrians in King Street, through pavement widening and initiatives. Facilities for archaeological excavation and recording must be granted in the process of development, in accordance with policies. Since the site is identified in an area of archaeological potential (Priority 1) the provision of ENV 44 and 45 will apply.

**Specific Policies  
from the  
Thames Landscape Strategy**



# THAMES LANDSCAPE STRATEGY

## HAMPTON TO KEW

Co-ordinator: **Donna Clack** BSc DipLA MLI

c/o The Royal Parks, Holly Lodge, Richmond Park, Richmond TW10 5HS  
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tel: 0181 940 0654 fax: 0181 332 2730

Head of Property and Construction  
London Borough of Richmond upon Thames  
Civic Centre  
Twickenham  
TW1 3BZ

ref 4001/02  
2 February 1999

*Dear Sir*

### Proposed development of Twickenham Riverside

With regard to the proposals for the above, I would like to draw your attention to the following specific policies and project of the Thames Landscape Strategy:

- Pol 7.1 Conserve the intimate scale and working character of the Twickenham and Eel Pie Island waterfront.
- Pol 7.6 Conserve the tree farmed setting of Twickenham Riverside .....
- Pol 7.8 Secure possible connections between the centre of Twickenham and the swimming baths site.
- Pol 7.9 Encourage provision of passenger loading facilities in front of Twickenham Baths site.
- Proj 7.8 Set car parking back from the edge of Twickenham Embankment and improve the layout and seating of the public spaces.

The site was identified by the Strategy as being under significant pressure for re-development and thus the main landscape factors for consideration are:

- Historic and working character and intimate scale of the waterfront.
- connections to town centre
- public access and use of the waterfront
- car parking to be kept back from the water's edge.
- possible incorporation of further civic facilities, such as a re-located Twickenham library.

In addition, there are several Strategic Policies which related to the proposal:

- Policy LC 1: New development and new initiatives within the Strategy area should be judged against the paramount aim of conserving and enhancing the unique character of the Thames Landscape as defined in the Strategy.
- Policy LC 5: Identify, conserve and reveal the main landmarks of the area, with particular concern for the frame and backdrop to the view. Where appropriate, new developments should contribute fresh landmarks and foci to work with the existing urban pattern.
- Policy LC 6: Conserve the distinct characters of the different waterfronts. New developments should be inspired by their context, complement the particular style, colours and materials of each waterfront and contribute to the public enjoyment of the river edge spaces. Wherever possible the established diversity of riverfront uses should be retained as part of a varied and vital community.
- Policy LC 18: Guide re-development of built recreation sites to complement the scale, character and urban structure of the surrounding waterfronts and make the most of the amenity, river-related recreation and nature conservation potential. New vistas and access routes should be incorporated into redevelopment.
- Policy LC 20: Conserve the unique river edge of continuous pedestrian public access, restricting vehicles and wherever possible removing car parking from the waterside. Consider the needs of people with mobility difficulties and the provision of alternative parking where necessary.

cont'd



- Policy RL 1: Conserve and enhance the riverside spaces for people to sit, watch and sunbathe. Encourage riverside cafes, pubs and restaurants in the built waterfronts.
- Policy RL 3: Way-mark and promote the walks identified by the London Walking Forum, the Thames Path and the West London Waterway Walks Project, making new links to encourage local circular walks in line with English Nature guidelines. Sign routes from town centres to the river Encourage the re-instatement of old ferry connections, where interested operators can be found.
- Policy RL 18: Promote river tourist transport services, improving publicity, where appropriate re-building piers and jetties to increase access, and linking services into the existing public transport and car parking network. Control tourist boat noise and wash levels to minimise the impact on river banks.

*Yours faithfully*  
*Donna Clack*

Donna Clack  
Co-ordinator, Thames Landscape Strategy

**APPENDIX E**

**Schemes –  
Schedule of Areas**

**TWICKENHAM RIVERSIDE DEVELOPMENT**

**SCHEME OPTIONS**

**SCHEDULE OF AREAS**

<b><u>USES</u></b>	<b><u>OPTION A</u></b>		<b><u>OPTION B</u></b>	
	Above Grade (M <sup>2</sup> )	Below Grade (M <sup>2</sup> )	Above Grade (M <sup>2</sup> )	Below Grade (M <sup>2</sup> )
1. PUBLIC:				
1.1 Discovery/Heritage and Arts Centre	-	-	1,342	-
1.2 Public Toilets	-	80	Included in Centre	-
SUB-TOTAL (PUBLIC)	<u>-</u>	<u>80</u>	<u>1,342</u>	<u>-</u>
2. COMMERCIAL:				
2.1 Cinema	168	634	-	-
2.2 Residential	2,042	-	2,042	-
2.3 Restaurants	1,864	-	1,336	-
2.4 Retail	1,133	-	1,450	-
2.5 Health and Fitness	820	2,490	918	919
SUB-TOTAL (COMMERCIAL)	<u>6,027</u>	<u>3,124</u>	<u>5,746</u>	<u>919</u>
TOTAL	<u>6,027</u>	<u>3,204</u>	<u>7,088</u>	<u>919</u>
GRAND TOTAL*	<u>9,231 M<sup>2</sup></u>		<u>8,007 M<sup>2</sup></u>	
Car Parking	50 spaces		60 spaces	
Town Square	820 M <sup>2</sup>		887 M <sup>2</sup>	
Pontoon	60 M <sup>2</sup>		60 M <sup>2</sup>	

\* Excludes car parking

**APPENDIX F**

**The Centre Building –  
Indicative Layout**

## TWICKENHAM RIVERSIDE DEVELOPMENT

### THE CENTRE BUILDING

#### INDICATIVE LAYOUT

	<u>Gross Floor Area</u> <u>(M<sup>2</sup>)</u>
1. Level 1:	
.1 Music/dance/performance space, with flexibility to be used as cinema, etc, to seat a maximum of 150 people with flat semi-sprung floor, retractable raked seating and additional storey height. To include dressing rooms, projection room, etc.	300
.2 Workshops and arts stores	100
.3 General storage	60
.4 Public conveniences	80
	<hr/> 540
2. Level 2:	
2.1 Discovery/heritage centre	300
2.2 Foyer/display area	40
2.3 Shop/information centre	150
2.4 Toilets	20
2.5 Juice Bar	30
	<hr/> 540
3. Level 3:	
3.1 Café	100
3.2 Rehearsal room	50
3.3 Rehearsal/meeting room	50
3.4 Offices	42
3.5 Toilets	20
	<hr/> 262
<b><u>GROSS FLOOR AREA (INCL. CIRCULATION, ETC)</u></b>	<b><u>1,342M<sup>2</sup></u></b>

**TWICKENHAM RIVERSIDE DEVELOPMENT  
TREE CONDITION SURVEY  
AND REPORT  
11 JUNE 2001**

WS Atkins Landscape  
Woodcote Grove  
Ashley Road  
Epsom  
Surrey KT 18 5BW  
01372 726140

PBA Consulting  
Rake Road  
Liss  
Hampshire  
GU33 7HB  
01730 893460

CONDITION SURVEY AND REPORT ON TREES AT  
TWICKENHAM RIVERSIDE

**1. THE BRIEF**

- 1.1. To individually inspect and report on the condition of the mature trees situated in the grounds of the redundant Twickenham open-air swimming pool.
- 1.2. David Ivison, who is a Director of PBA Consulting and holds a MSc in Arboriculture and Community Woodland Management, carried out the survey on 11 June 2001. It is based on the site conditions and layout found at the time of inspection and was carried out from ground level.

**2. INTRODUCTION**

**The Site**

- 2.1 The trees are situated within the boundaries of the redundant open-air swimming pool. The inner pool area is overgrown with shrub and tree growth. To the north of the site running adjacent to the service road is the remains of a planted area with mature trees. This area starts at Wharf Lane in the west and ends at the line of the proposed pedestrian link. It is this planted area that formed the boundaries of the main survey.

**The Survey**

- 2.2 The trees have been labelled with white tags numbered 2835 - 2844 and their location is given in Appendix A.
- 2.3 The results of individually surveyed trees are given in Appendix B.
- 2.4 Height measurements given are approximate.

**WS ATKINS LANDSCAPE  
TWICKENHAM RIVERSIDE DEVELOPMENT  
TREE CONDITION SURVEY AND REPORT**

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- 2.5 The information given in the column headings of Appendix B have been assessed using the guidance given in *BS 5873: 1991 Trees in Relation to Construction*.



### 3. DETAILED FINDINGS

- 3.1. The areas surrounding the redundant pool consisted of a variety of young self set trees. They included:
- a. Hornbeam (*Carpinus betulus*)
  - b. Sycamore (*Acer pseudoplatanus*)
  - c. Goat Willow (*Salix caprea*)
  - d. Grey Sallow (*Salix cinerea*)
  - e. Crack Willow (*Salix fragilis*)
  - f. Evergreen Oak (*Quercus ilex*)
  - g. Silver Birch (*Betula pendula*)
- 3.2. To the north of the site running adjacent to the service road is an old planting bed with mature trees growing within it. This is raised from the surrounding ground levels. Measuring the depth alongside the service road the soil level beside Tree 2844 is 350mm above the road surface and 1100mm beside Tree 2835. Within the pool area the heights vary. What was the old rear gateway track beside Tree 2835 is set 1000mm below soil level and the height to the veranda adjacent to Tree 2844 is 300mm.
- 3.3. The ten mature trees surveyed within the raised planting bed consisted of Hornbeam (*Carpinus betulus*), Indian Bean Tree (*Catalpa bignonioides*) and Whitebeam (*Sorbus aria*).
- 3.4. The condition of the Indian Bean trees (2835, 2837, 2839, 2841 & 2843) is very poor. Each tree has extensive deadwood in their canopies and decay in the stems. Their canopies are deformed in shape where they have been growing under the larger canopies of the Hornbeam trees.
- 3.5. The single Whitebeam (2836) is in poor condition with a cramped and deformed canopy due to the dominant growth of the adjacent Hornbeam.

WS ATKINS LANDSCAPE  
TWICKENHAM RIVERSIDE DEVELOPMENT  
TREE CONDITION SURVEY AND REPORT

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- 3.6. The health and condition of the Hornbeam trees (2835) 2840, 2842 & 2844 is good.
- 3.7. The Hornbeam tree 2838 had an amount of large deadwood in the western part of the canopy that has deformed its shape.
- 3.8. The Hornbeam tree 2840 has a slightly deformed canopy to its eastern side where a dead Whitebeam has fallen against it.
- 3.9. The Hornbeam 2835 occupies a visually dominant position looking south down Wharf Lane from King Street.
- 3.10. The remaining Hornbeams are visible only from the rear service road and the rear of the buildings forming the shopping parade on King Street.

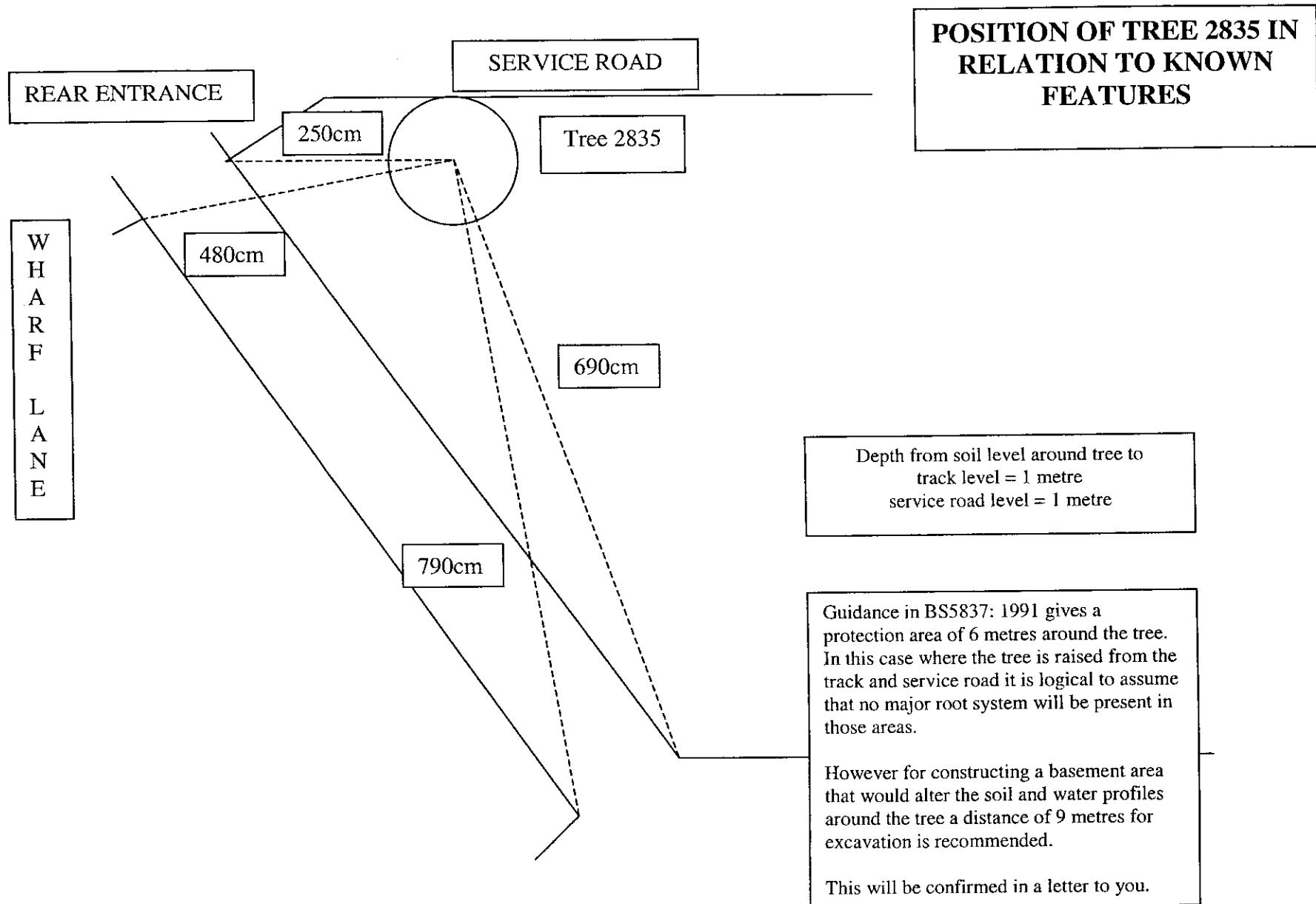
**4.1. REPORT SUMMARY**

- 4.2. The trees can be split into two groups, namely the more dominant Hornbeams and the lesser Indian Bean Trees and Whitebeam.
- 4.3. The Hornbeam 2335 is in good condition and is assessed as being a most desirable tree by being of good form, healthy and of visual importance.
- 4.4. The Hornbeam 2842 & 2344 are in good condition and assessed as being desirable for retention due to their fair form.
- 4.5. The remaining Hornbeam trees are assessed as being specimens that could be retained with minimal tree surgery, but are not worthy for inclusion in the desirable category.
- 4.6. The Indian Bean Trees and the Whitebeam are in a poor condition and are assessed as trees to be removed.

References:

BS 5837: 1991 *Trees in Relation to Construction*, British Standards, London

**APPENDIX A**  
**TREE LOCATION DRAWING**



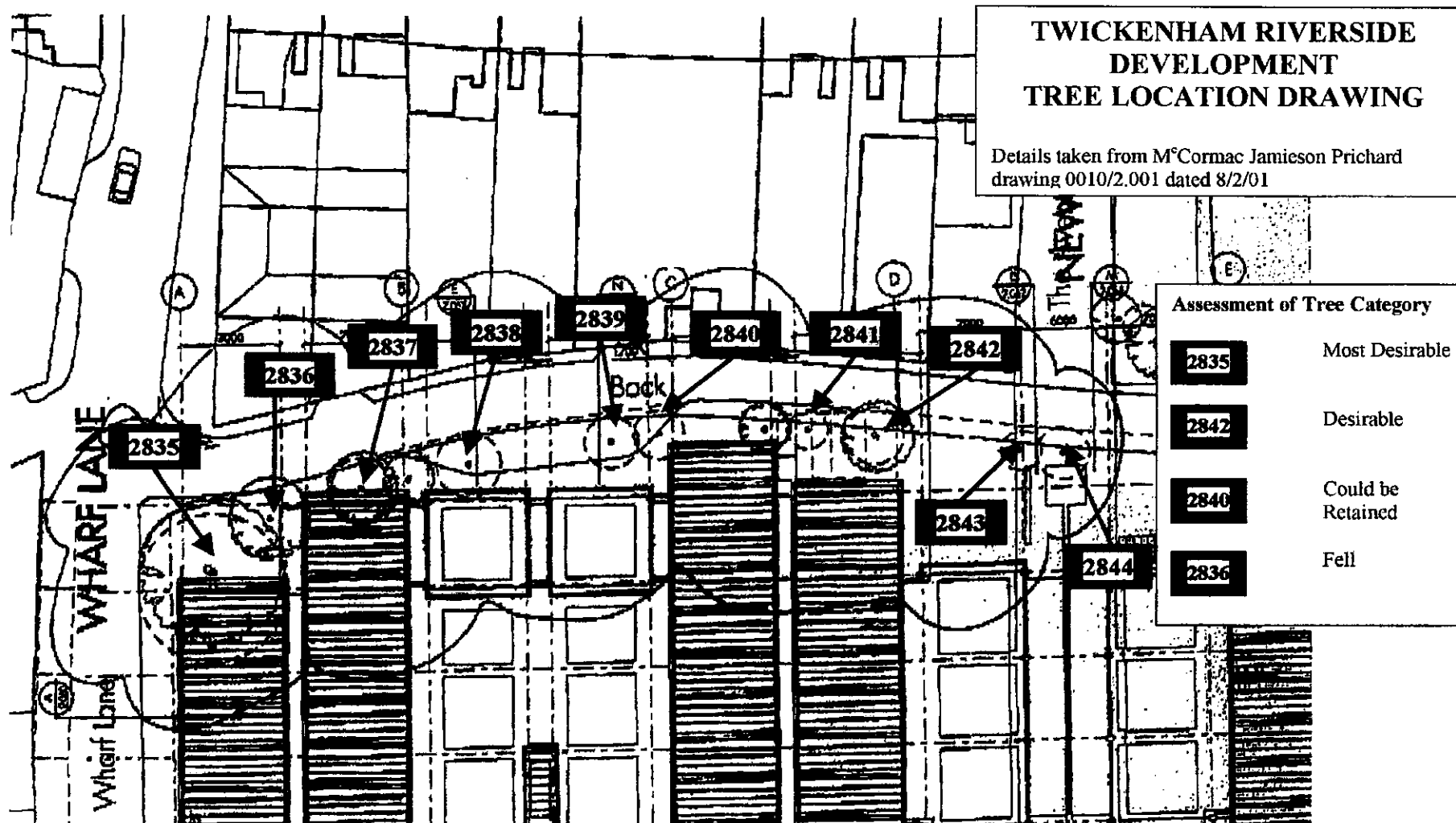
**APPENDIX B**  
**TREE CONDITION SURVEY**  
**TREE SCHEDULE**

WS ATKINS LANDSCAPE  
 TWICKENHAM RIVERSIDE  
 TREE CONDITION SURVEY AND REPORT

Tree No	Species	Legal	Class	Height (m)	Canopy Spread (m)		Age	Vigour	Diameter BH (mm)	Comments
2835	Hornbeam	Conservation Area	Most Desirable	18	6.7	6.5	Mature	Normal	400	Good condition
					7.7	7.2				
2836	Whitebeam	Conservation Area	Fell	9	2.8	4.8	Mature	Low Vigour	200	Poor condition
					4.9	1.6				
2837	Indian Bean Tree	Conservation Area	Fell	8	1.7	1.9	Mature	Low Vigour	400	Poor condition Probable decay in stem / extensive deadwood
					3	2.9				
2838	Hornbeam	Conservation Area	Could be Retained	16	5.9	4.8	Mature	Normal	380	Fair condition Large deadwood on west side
					5.9	4.9				
2839	Indian Bean Tree	Conservation Area	Fell	7	3.4	5.5	Mature	Low Vigour	400	Poor condition Probable decay in stem / extensive deadwood
					3.5	4.9				
2840	Hornbeam	Conservation Area	Could be Retained	16	6	6	Mature	Normal	330	Good condition Canopy slightly deformed east side
					6	5				
2841	Indian Bean Tree	Conservation Area	Fell	8	1.9	3.5	Mature	Low Vigour	220	Poor condition Probable decay in stem / extensive deadwood
					2.7	3.4				
2842	Hornbeam	Conservation Area	Desirable	16	8.5	5.7	Mature	Normal	420	Good condition Canopy slightly deformed
					6.1	7				
2843	Indian Bean Tree	Conservation Area	Fell	6	2.6	4.1	Mature	Low Vigour	330	Poor condition Probable decay in stem / extensive deadwood
					3.2	4.4				
2844	Hornbeam	Conservation Area	Desirable	16	5.5	5.9	Mature	Normal	360	Good condition
					5	5.6				

canopy aspect

N	S
E	W





**TWICKENHAM RIVERSIDE DEVELOPMENT  
TREE CONDITION SURVEY  
AND REPORT  
JUNE 2001**

WS Atkins Landscape  
Woodcote Grove  
Ashley Road  
Epsom  
Surrey KT 18 5BW  
01372 726140

PBA Consulting  
Rake Road  
Liss  
Hampshire  
GU33 7HB  
01730 893460

CONDITION SURVEY AND REPORT ON TREES AT TWICKENHAM  
RIVERSIDE

1. THE BRIEF

- 1.1. To individually inspect and report on the condition of the trees situated on the embankment promenade associated with the Twickenham Riverside development.
- 1.2. David Ivison, who is a Director of PBA Consulting and holds a MSc in Arboriculture and Community Woodland Management, carried out the survey on 5 June 2001. It is based on the site conditions and layout found at the time of inspection and was carried out from ground level.

2. INTRODUCTION

**The Site**

- 2.1 The site consists of a promenade between The Embankment and River Thames at Twickenham. The extent of the site reaches Wharf Lane in the south west and the Eel Pie Island pedestrian bridge in the north east. It is of tarmac construction with seating provided under the canopy of the trees. The public highway called The Embankment to the rear of the promenade is used for car parking.

**The Survey**

- 2.2 The trees have been allocated numbers 1 - 10 for the purposes of this report and their location is given in Appendix A.
- 2.3 The results of individually surveyed trees are given in Appendix B.
- 2.4 Height measurements given are approximate.

WS ATKINS LANDSCAPE  
TWICKENHAM RIVERSIDE DEVELOPMENT  
TREE CONDITION SURVEY AND REPORT

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2.5 The information given in the column headings of Appendix B have been assessed using the guidance given in *BS 5873: 1991 Trees in Relation to Construction*.

**3. DETAILED FINDINGS**

3.1. There are ten Horse Chestnut (*Aesculus hippocastanum*) trees forming a line running the whole length of the site.

3.2. Each tree is growing in a planted area raised from actual ground level by a brick surround. The internal size of the planted areas and measurement from the trees' "nursery mark" to ground level is:

Number	Planted Area	Soil Height above G/L
Tree 1	1.85 x 1.85m	100mm
Tree 2	1.85 x 1.90m	150mm
Tree 3	1.90 x 1.90m	250mm
Tree 4	1.90 x 1.80m	200mm
Tree 5	3.70 x 3.70m	400mm
Trees 6-8	10.50 x 2.00m	300mm
Trees 9-10	6.00 x 1.95m	200mm

3.3. Each of these planted areas has been disrupted by the action of tree root growth. The brick walls and in the case of tree numbers 2-4 areas of cobbles set in concrete set around the trees, have been pushed and broken.

3.4. The root zone area of tree number 3 has been broken and eroded. Exposed roots appear sound and healthy.

3.5. Tree number 3 is affected by bacterial wetwood and has evidence of flux oozing from cracks positioned 0.75m high on the south west side of its lower stem. Tree number 1 has similar bark cracking on the lower stem on its north and south side but no flux is evident.

3.6. Cavities were noticed in tree numbers 2, 5 & 7. There was evidence of flux emissions from the small cavity in tree number 7 positioned 4m high on the

**WS ATKINS LANDSCAPE  
TWICKENHAM RIVERSIDE DEVELOPMENT  
TREE CONDITION SURVEY AND REPORT**

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south side of the tree. At the time of inspection the flux appeared dry and the surrounding wood in sound condition. All other cavities appeared to emanate from previous pruning wounds, were small in area and looked dry.

- 3.7. Tree numbers 6-8 are planted an average of 3.5m apart and tree numbers 8-10 at an average of 2.7m apart. Being left growing close together has affected the natural development of the tree canopies. From a symmetrical shape similar to tree number 4 there are sharp variations in the canopy spread of tree numbers 6-10. Such a density of canopy growth may have a long-term effect on the future health of the trees.

#### 4. TREE PROTECTION DURING CONSTRUCTION

- 4.1. Using the Table 1 "Protection of trees: minimum distances for protective fencing around trees" (*BS 5837: 1991*) the following measurements should be used for the erection of protective fencing.

Number	Minimum Distance (metres)
Tree 1	5
Tree 2	9
Tree 3	7.5
Tree 4	7.5
Tree 5	12
Trees 6-8	5
Trees 9-10	5

- 4.2. Fencing is recommended to fully enclose each tree to a minimum radius of that given above. Measurements should be taken from the centre of each tree.
- 4.3. It is recommended that fencing is at least 2.4 metres high, comprising a framework of scaffolding, well braced to resist impacts, supporting a minimum of 20mm exterior grade ply or other robust man made boards.

WS ATKINS LANDSCAPE  
TWICKENHAM RIVERSIDE DEVELOPMENT  
TREE CONDITION SURVEY AND REPORT

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5. REPORT SUMMARY

- 5.1. The trees are generally in good condition.
- 5.2. Some root zones have been exposed but this does not appear to have affected the health of the trees.
- 5.3. Tree number 4 is affected by bacterial wetwood. This is potentially harmful, occasionally fatal, but often the fluxing is not associated with dieback (*Strouts & Winter, 1998*).
- 5.4. Tree numbers 6-10 are growing too close together for natural development of the canopies to take place and for them to be a long-term asset to the landscape.
- 5.5. Tree protective fencing will be required around the trees during any construction work.

References:

BS 5837: 1991 *Trees in Relation to Construction*, British Standards, London

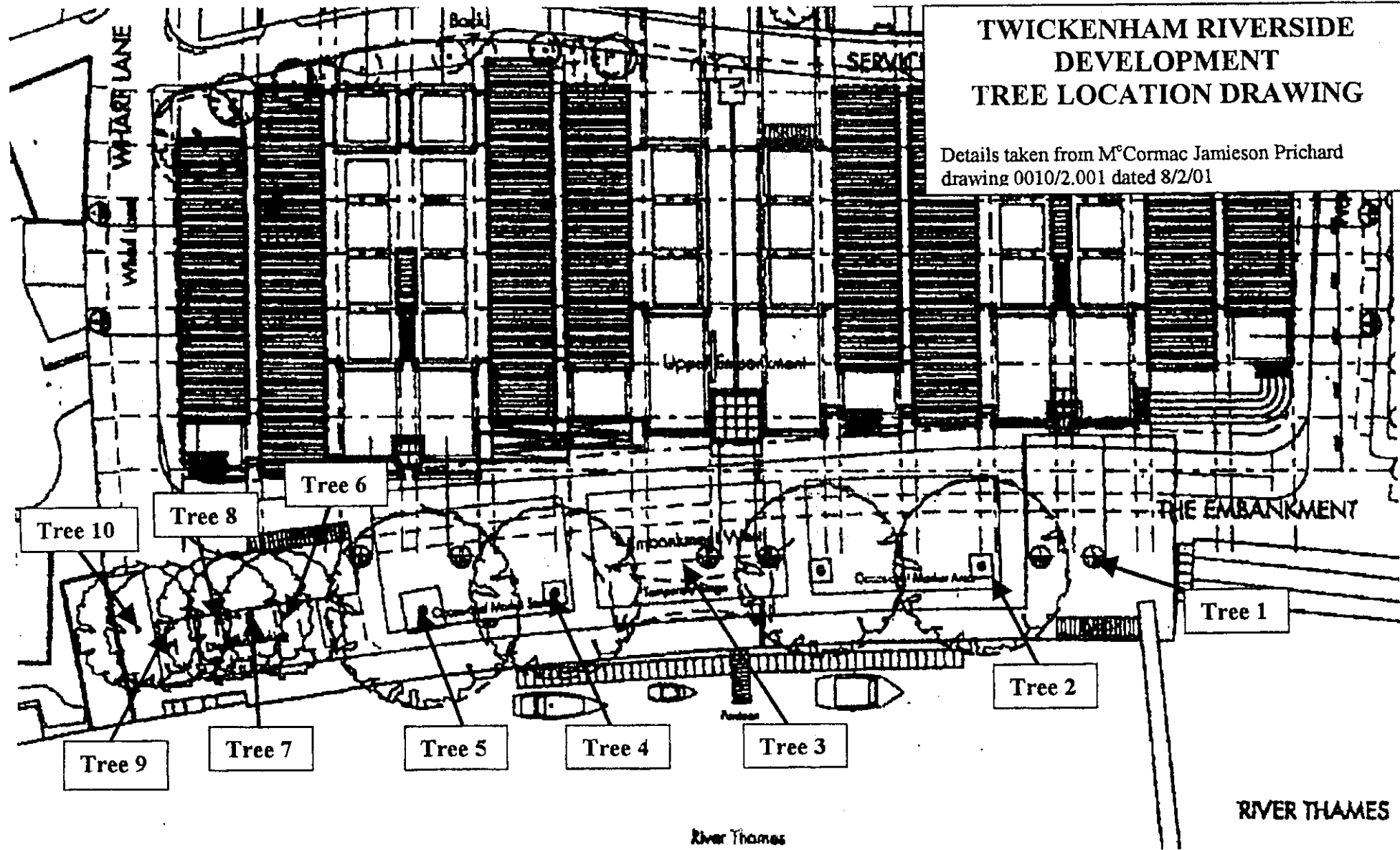
Strouts & Winter, 1998, *Diagnosis of Ill-Health in Trees*, Department of the Environment, Transport and the Regions

**APPENDIX A**  
**TREE LOCATION DRAWING**



# TWICKENHAM RIVERSIDE DEVELOPMENT TREE LOCATION DRAWING

Details taken from M<sup>c</sup>Cormac Jamieson Prichard  
drawing 0010/2.001 dated 8/2/01



**APPENDIX B**  
**TREE CONDITION SURVEY**  
**TREE SCHEDULE**

WS ATKINS LANDSCAPE  
 TWICKENHAM RIVERSIDE  
 TREE CONDITION SURVEY AND REPORT

Tree No	Species	Legal	Class	Height (m)	Canopy Spread (m)		Age	Vigour	Diameter BH (mm)	Comments
1	Horse Chestnut	Conservation Area	Most Desirable	14	4.8	4.9	Middle Age	Low Vigour	240	Good condition
					5.7	4.5				
2	Horse Chestnut	Conservation Area	Most Desirable	20	8.7	8.2	Mature	Low Vigour	740	Good condition Cavity 2m east side
					8.7	7.3				
3	Horse Chestnut	Conservation Area	Most Desirable	11	5.8	6.5	Middle Age	Low Vigour	280	Good condition
					7.2	5.9				
4	Horse Chestnut	Conservation Area	Most Desirable	11	5	5.6	Middle Age	Low Vigour	300	Fair condition Affected by bacterial wetwood
					5.8	5.2				
5	Horse Chestnut	Conservation Area	Most Desirable	20	8.2	9.6	Mature	Low Vigour	1050	Good condition Cavity 4m south side
					10.8	9.8				
6	Horse Chestnut	Conservation Area	Desirable	11	3.9	4.2	Middle Age	Low Vigour	200	Good condition
					3.8	2.1				
7	Horse Chestnut	Conservation Area	Desirable	12	5.3	5.4	Middle Age	Low Vigour	280	Good condition Cavity 4m south side Cramped form
					2.1	3.3				
8	Horse Chestnut	Conservation Area	Desirable	13	5.4	5	Middle Age	Low Vigour	240	Good condition Cramped form Lower branches damaged over car parking
					4.2	5.7				
9	Horse Chestnut	Conservation Area	Desirable	12	4.4	4.4	Middle Age	Low Vigour	190	Good condition Cramped form
					4.7	2				
10	Horse Chestnut	Conservation Area	Desirable	13	3.9	6	Middle Age	Low Vigour	250	Good condition Cramped form Limb damaged by rubbing on wall
					4.2	5				

canopy aspect

N	S
E	W